

The Hongkong Telegraph.

N°. 2263.

WEDNESDAY, JUNE 19, 1889.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS : Fixed for 12 months, 5 per Cent. per Annum.

" " 4 " "

ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager,
HONGKONG BRANCH.

RULES
OF THE
HONGKONG SAVINGS
BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 1; SATURDAYS, 10 to 1. 2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½% per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOK, but should send them up to be written up at least twice a year, about the 1st of January and the 1st of July.

6.—DEPOSITS will be paid to the Business of the above BANK, on demand, and will be paid free by the various British Post Offices in Hongkong and China.

7.—ALL PAYMENTS may be made on demand, and the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £3,500,000.
RESERVE FUNDS 4,300,000.
RESERVE LIABILITY OF 7,500,000.
PROPRIETORS

COURT OF DIRECTORS:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—H. L. DALRYMPLE, Esq.
W. G. BROOK, Esq. S. C. MICHAELSEN, Esq.
T. E. DAVIES, Esq. J. S. MOSES, Esq.
J. F. HOLLIDAY, Esq. L. POENICKER, Esq.
Hon. J. J. KESWICK, N. A. SIEBS, Esq.
Hon. E. LAYTON, E. A. SOLomon, Esq.

CHIEF MANAGER,
HONGKONG—G. E. NOBLE, Esq.

MANAGER,
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2½ per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 20th May, 1889.

[8]

HONGKONG HIGH LEVEL TRAM-WAYS COMPANY, LTD.

TIME-TABLE.

WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.
SUNDAYS.

10.45 A.M.; 12 to 1.30 P.M. every quarter of an hour.

4 to 8 P.M. every quarter of an hour.
9, 10, 10.30, 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Car's Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & CO., General Managers.

Hongkong, 1st May, 1889.

Intimations.

A. HAHN,
PIANO TUNER AND REPAIRER.
PIANOS FOR SALE
ON HIRE
Address: c/o HONGKONG HOTEL or No. 26, CAINE ROAD.
Hongkong, 24th December, 1888.

PHOTOGRAPHS OF LATE STORM EFFECTS.

W. BREWER.
HAS NOW FOR SALE.

AN EXCELLENT SERIES OF PHOTOGRAPHS OF ALL PARTS OF THE COLONY MARKED BY THE LATE FLOODS.

W. BREWER,
CHEAP PRINTING OFFICE,
Opposite HONGKONG HOTEL.
Hongkong, 15th June, 1889.

THE

HALL & HOLTZ C. CO., LIMITED.

ARE NOW SHOWING IN THEIR

GENTLEMEN'S OUTFITTING DEPARTMENT.

CREPE FLANNEL SHIRTS.

BALBRIGGAN HALF-HOSE.

LITTLE THREAD HALF-HOSE.

SUMMER MERINO HALF-HOSE.

TAN RUSSIA LEATHER SHOES, GLOVE KID BOOTS AND SHOES, BATHING DRAWERS, BATH GOWNS, and BATH BLANKETS.

JUST TO HAND.

A FRESH SUPPLY OF THEIR CELEBRATED

"EMPIRE ALES AND STOUT."

In Casks and Bottled. Special Summer Brew.

"ROYAL BLEND WHISKEY."

"SPECIALY SELCTED WHISKEY."

"JAUNAY'S CHAMPAGNES," &c., &c.

"BOMBAY WHISKIES."

"SCOTCH WHISKIES."

"IRISH WHISKIES."

"SCOTCH WHISKIES."

THE HONGKONG TELEGRAPH, WEDNESDAY, JUNE 19, 1889.

Mr. Ryrie objected to the third reading being taken then, as some of the clauses had been amended at that sitting.

His Excellency—Practically, all the amendments were made at the last meeting, but as the hon. member thinks some advantage may be gained by postponing the third reading we can do so. It is obviously in accordance with the letter rather than the spirit of the rules, as the amendments were practically made last time. However, the third reading will be postponed till the next meeting.

The Council then adjourned until Tuesday, the 25th instant.

There was a meeting of the Finance Committee after the Council. The Colonial Secretary presided.

The Chairman said there was only one question before the Committee. Most members would recollect that in 1887 there was a very serious fire in Queen's Road, on which occasion a wall fell and a young constable, a very efficient fireman named Stephen Fox, was killed. Some time afterwards an application was made on behalf of the parents, who were in poor circumstances. This was referred to the Secretary of State, who caused enquiries to be made by the vicar of the parish in which Fox's father lived, and the result of these enquiries was that the father was found to be in very ill health and the mother an invalid, and Fox had been in the habit of remitting some money to them. The Governor, following a precedent of 1882, recommended that a sum of £100, or £480, be voted to them.

The vote was passed and the Committee adjourned.

THE NEW VOLUNTEER MOVEMENT.

The Committee appointed at the public meeting held in the Council Chamber, under the presidency of His Excellency the Governor, on the 23rd May last, have recommended that a Volunteer Machine Gun Corps and a Mounted Rifle Corps be formed in Hongkong, in addition to the present Artillery Volunteer Corps and without in any way interfering with it; and His Excellency the Governor has been pleased to approve of the general idea and has authorised the Committee to ascertain the numbers who are able and willing to join. This general idea is as follows:—

THE MOUNTED RIFLES.

This corps to consist of Europeans, not less in the first instance than 20 in number, to be mounted on ponies, armed with Martini-Henry Carbines and Revolvers, and to be employed on patrols, outpost duty, signalling, and conveying intelligence, by night or in thick weather. Members to provide their own ponies. Government to provide uniforms, arms, accoutrements, ammunition, saddle-fittings, stabling and a Manege or Riding School for the training of the corps and without in any way interfering with it; and His Excellency the Governor has been pleased to approve of the general idea and has authorised the Committee to ascertain the numbers who are able and willing to join. This general idea is as follows:—

MACHINE GUN CORPS.

The formation of this corps was suggested by H.E. Major-General Edward (in a special letter to the Committee), as preferable to a Rifle Corps and as something novel and most useful, and the following is a general outline of what the Committee suggested for the consideration of Government. A Machine Gun Volunteer Corps to be raised by sections of from 12 to 18 men in each section. A section to have charge and working of a Maxim Machine Gun. The men to be armed with rifles and bayonets. The organisation to be by companies, half-companies, and sections two sections to form a half-company, two half-companies to form a Company. Each section to elect its own Sergeant; each company, its Captain and two Lieutenants. The whole to be under command of a Military Officer.

Uniform to be Rifles Green, with black facings in winter. White uniform in summer. Government to provide all uniform and clothing, arms, coulterment and ammunition, and to keep in store ready for use all needful equipments for active service. Officers and Non-Commissioned Officers to obtain certificates of proficiency within the first season after their election. Recruits to go through 15 to 20 drills on joining. Nine drills a year only to be required from efficient. Every man to pass in musketry out of the third class at least. Attendance at annual inspection to be a sine qua non of efficiency, and every man not passing as efficient to be fined not less than \$10. All drills to be got through in December and January in each year.

Both the Machine Gun Corps and the Mounted Rifles to be under Military Authority and subject to Military inspection.

Captain Collinson, of the Northamptonshire Regiment, has been designated as the future Commandant.

The Committee will be glad to receive the names of gentlemen desirous of joining either branch, and they strongly urge upon the Community the patriotic duty of at once becoming members of one or other of the Volunteer Corps. It is a duty they owe themselves as well as their country. As Lord Salisbury emphatically pointed out the other day, war may break out at any moment.

The Committee suggest the formation of sections among groups of men who are in some way associated together, and who, knowing each other, could work together comfortably. There might thus be Bankers' gun, a Brokers' gun, a Dispensary gun, a Doctor's gun, Sugar Works gun, one or more Hong guns, and so on. It is of the essence of the proposed organisation that the section should be the unit, and its members be kept together and always work together, with the same gun. *Esprit de corps* will thus be more easily formed and maintained.

Gentlemen who feel inclined to undertake the formation of a gun team or section will aid the Committee very much by communicating with the Chairman, Mr. J. F. Holliday, or with the undersigned.

JNO. J. FRANCIS,
Hon. Sec.

AMOP.

(FROM OUR CORRESPONDENT.)
Amoy, 17th June, 1889.

The American ship *Vigilant* arrived here yesterday with kerosene oil from New York, after a passage of 20 days.

A Chinaman was murdered on board the British three-masted schooner *Loong Wha* on the night of the 12th inst. It appears that the murdered man was smoking opium, (although repeatedly warned that he was not to do so on board,) when the second mate went forward with a bottle of carbolic acid, and began to sprinkle some on the floor. The opium smoker, who was assistant to the supercargo, attacked the second mate, and during the scuffle that ensued the bottle broke, spilling the acid over both the deceased and the supercargo. The second mate then struck the deceased over the right eye, with some hard instrument, making a deep wound on the temple. The man was at once taken on shore, but died during the night.

The second mate was arrested and brought up at the British Consulate on Friday and committed for trial on a charge of manslaughter.

The harbour looks quite full at present, there being no fewer than eight steamers and five sailing vessels at anchor. The steamers are the *Gaelic*, *Telamonius*, *Namou*, *Huidong*, *Cheang Hye Teng*, *Hangchow*, *Mesoo*, and *Khiva*.

I hear that Mr. Cheang Hong Lim, the owner of the New Seamen's Club, has generously placed the building at the disposal of the community, for ten years, free of rent. It is to be used as a Seamen's Club, where proper refreshments can be obtained, including beer and porter.

CHINKING.

(FROM OUR CORRESPONDENT.)
Chinkiang, 12th June, 1889.

A very heavy squall, accompanied with hail and rain, passed over the Settlement last night about 8 p.m. The wind blew in violent gusts from the north-east quarter for upwards of three quarters of an hour; the hail stones were as large as a canary's egg. I have not heard of any loss of life, but the small craft must have suffered severely. H.B.M. *Satellite* leaves to-morrow for Nanking and her Majesty's Consul goes up for her. General Jones, the United States Consul, left yesterday to pay an official visit to His Excellency the Viceroy of Nanking.

The Baptist Mission is starting to rebuild some of their property that was destroyed by fire during the late riot. I hear that it is not their intention to rebuild their chapel as their mission is using the Methodist Chapel at present.—*Shanghai Mercury.*

NANKING.

(FROM OUR CORRESPONDENT.)
Nanking, 10th June, 1889.

The foreigners in this old capital lead a very quiet life, and there's little of general interest to record. Our number has increased considerably within the past two years, amounting now to thirty-five, including children. A week ago yesterday the new Presbyterian Church was dedicated; it is a very pretty building with a square bell-tower and windows of Gothic tracery, and will seat some four hundred persons, including the gallery, which is prepared specially for the girls of the school near by. All the Protestant missionaries representing the four societies were present at the dedication and several took part in the exercises. The sermon was preached by the Rev. Chas. Leman and was followed by the communion, of which all partook.

It continues to be very dry in this vicinity. We had many rainy days in the spring, but the rainfall was very light. The wheat harvest is nearly over and the yield seems quite abundant, but the rice can't be set out for lack of water. For two years the ponds have been growing more and more shallow and at present a large number are wholly dry. Outside the walls there is, of course, abundance of water in the river and smaller streams which are still well filled, but the authorities have brought a dragon of the proper sort into the city and are praying to him very earnestly to give them rain. Our officials are not by any means irreligious, judged from the heathen stand-point. The Governor-General has established his ad locum son as Abbot of a large Buddhist monastery in the heart of the city, and has built for him a splendid temple. One hall contains nearly a hundred idols, each of more than twice the size of an ordinary man. This temple is being greatly enlarged this year. Another prominent official has had the great bell of Hung-wu uncircumfered and suspended in a temple that was repaired and enlarged for its reception. This bell, which is some eighteen feet long and seven feet wide at the mouth, lay for many years half-buried in an open field, and had become a loathsome place for beggars. The natives spoke mysteriously of its origin and repeated an old prophecy that no one would be able to raise it from its resting-place until China should enter upon a new era of prosperity. All previous efforts in this direction, it was said, succeeded only in burying it more deeply in the earth. Whether the prophecy is to be fulfilled or not remains to be seen, but as the bell was lifted by foreign machinists, brought from the arsenal, and hung in a pagoda built of hollow iron beans and pillars of foreign pattern, there is some hope that the prediction will not altogether fail. The same official has rebuilt the Taoist temple and pagoda on "North Pole" hill, near the Tai-ping Gate, the highest point within the walls. This, it is said, is to re-adjust the "fung-shui" disturbed by the erection of several foreign houses. A large bronze idol of Chang Chih-wan supported Chang Chih-tung when he was Governor-General of Shensi in 1884, in his memorial for railways from Peking to Shensi, and so also, in that year, did Liu Ming-chuan memorialise for the Peking-Tientsin railways. If he was then in favour of railways he is not likely to be against them now.—*Shanghai Mercury.*

In regard to Kui Pin, Governor of Hu Pei, Weng Tung-ho, of the Board of Revenue, and Kwei Jun, of the Board of Ceremonies, their opposition to railways have now been overcome.

The N. C. Daily News of the 21st ult. made a mistake by saying that Chang Chih-wan and the elder brother of Viceroy Chang Chih-tung are opposed to railways. They are of one family, and of one place, and according to Chinese are brother-cousins. Chang Chih-wan supported Chang Chih-tung when he was Governor-General of Shensi in 1884, in his memorial for railways from Peking to Shensi, and so also, in that year, did Liu Ming-chuan memorialise for the Peking-Tientsin railways. If he was then in favour of railways he is not likely to be against them now.—*Shanghai Mercury.*

Yesterday a large fire broke out in the Chinese city, outside the Chen-man, in Hsi Ex. Chang Yao's son's house. It was caused by letting off fire-crackers. It spread to the Anhwei Guild lately built by Li Hung-chang. The two places were destroyed. The property belongs to the Viceroy Li.

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Several stories are afoot as to the meaning of the occurrence. One is that the image is an ancient one brought some thirty years ago from Fuh-ten-shan to stay a plague that was destroying the inhabitants of Hunan and that the time has come now for her return to her former home. Another story is that it is a new image made by the order of the Governor-General as a present to the famous shrine in fulfilment of a vow. How much truth there is in either just now cannot be said for; as a friend remarks, the Chinese are never at a loss for an explanation of any occurrence. With regard to such unimportant matters as the facts of the case they may be utterly ignorant, but that does not prevent their returning a polite and plausible answer to all your enquiries. If the facts are not at hand, they have only to "evolve them out of their inner consciousness."—*N. C. Daily News.*

TIENTSIN.

June 8th, 1889.
Dr. Irwin has left for Port Arthur on a visit of inspection. It is said His Excellency the Viceroy intends to establish a foreign hospital there, also at Wei-hai-wei.

Captain von Hanneken has left for Wei-hai-wei, and will be stationed there for some time on his professional duties connected with harbour fortifications. Wei-hai-wei is to be made into a stronghold, and some very heavy guns, some weighing from 27 tons to 28 tons, are to be mounted to protect the sea face.

The wheat crop in three directions at least, namely, between this and Peking, between Tientsin and Pao-tung, and from this place southward toward the Yellow River, may now be taken as a total failure. On many large expanses of wheat-bearing ground, owing to the long drought, not one ear has come up. Most probably the wheat crop of Chihli this summer will not reach 10 per cent. of an average. The prospects for the millet crop are excessively bad, and a few days more of aridity will tend to ruin that and the *kao-lung* also. Everywhere the fields are languishing, sickly and backward. Any way it will be a bad year for the native husbandmen.

We hear from Kai-feng Fu that the Cheng Chou breach stands well, but that the lake to the south of it, formed by the eddying waters, which have accrued out of a vast excavation nearly fifty feet deep, is regarded with anxiety, as it has a tendency to undermine the new embankment after a time. The labourers that were employed at Cheng Chou are now nearly all dispersed.

The new dyke at Chang Chou, made to close the breach there, according to the drawings and

photographs now here, is a cyclopean work never surpassed in this empire, and the technical details will certainly excite great interest amongst the engineers of Europe. The work is a mile and a third in length, and the average width is about 350 ft. At one time 70,000 men were employed in numerous shifts, working day and night, and for a while all the combined flotsam seemed to be futile, as far as fast bags of earth and sand, fascines, stones, timber, and other materials were thrown down, they were swept away by the irresistible rush of the flood waters. But step by step, by dint of patience and much practical skill, the breach was narrowed gradually, in fact, inch by inch, until the waters were at about their lowest, the remaining gap was stopped. Certainly the work is of an astounding character, and Li Hung-tso and Wu Ta-cheng have both rendered very eminent services to the empire.

The condition of the river Falho, which for some years has needed the careful consideration of the high Chinese authorities, is now scandalous. There is no downward current, owing to the scantiness of the stream, and the consequence is that great shoals are forming everywhere. This port has become very difficult for access or egress, but between this city and Tung-chow the river daily becomes more and more a shallow and unnavigable ditch.

Capt. d'Amade, Military Attaché to the Legation of France, a most accomplished officer and gentleman, has just left us to return home on leave. During the past winter he travelled from Shanghai to Hankow, and from thence made the tedious and half dangerous journey to Chengdu and Chungking in Szechuan. From Chungking he went across Kueitshou to the Liang Kuang. It seems that everywhere he had a fairly amicable reception. The observations of a trained officer upon matters topographical, strategic, and ethnic, will be exceedingly valuable, and as Capt. d'Amade is known to possess distinct literary talent, we trust that an account of his long and adventurous journey will be given to the world.

Her Majesty the Empress Dowager has been collecting the photographs of the principal foreigners of her acquaintance who have been connected either with the Chinese service or with the foreign colonies of the empire. Her Majesty is particularly anxious to have a good portrait of General Gordon, and she could hardly do better than order a replica of the full length painting which hangs in the mess-room of the Royal Engineers at Chatham. It represents Gordon in Chinese dress, wearing the Yellow Jacket.—*Chinese Times.*

PEKING.

(FROM OUR CORRESPONDENT.)

Peking, 14th June, 1889.

In a former letter I told you the railway question had been submitted to Li Hung-chang, and I am now informed that he sent his reply to the Throne on Saturday the 1st instant. His Majesty, the members of the Grand Council, and Hui Chien decided that railways were to be built according to the replies of the Tartar Generals, Governor-Generals, Governors, and Li Hung-chang. It was left to these to draw up, as method as to how railways were to be built, and which line had to be built first. The majority are in favour of commencing with the Tung-chow line. In regard to the memorials, the majority of these are for a line from Chinkiang to Lui-ki-chiao, with or without foreign capital, and the formation of a special Board for Railways. As matters now stand I may say the principal point has been secured, and railways have been officially recognized by His Majesty; all that is now pending are minor matters, which can easily be settled. For the information of your readers I may as well state that Lui-ki-chiao is about 60 miles from Peking.

Yesterday a large fire broke out in the Chinese city, outside the Chen-man, in Hsi Ex. Chang Yao's son's house. It was caused by letting off fire-crackers. It spread to the Anhwei Guild lately built by Li Hung-chang. The two places were destroyed. The property belongs to the Viceroy Li.

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FOR SINGAPORE.

THE Steamship

"TETARTOS."

Captain Paterson, will be despatched for the above Ports, on TUESDAY, the 25th instant, at 4 P.M.

For Freight or Passage, apply to AH YON & Co., Hongkong, 19th June, 1889. [765]

FOR SHANGHAI, KOBE, & YOKOHAMA.

THE Steamship

"GHAZEE."

Captain Scotland, will be despatched for the above Ports, on TUESDAY, the 25th inst.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongkong, 19th June, 1889. [762]

WANTED.

A MUSICIAN for H.M.S. "CONQUEST".

Apply

ON BOARD.

Hongkong, 19th June, 1889. [764]

FOR SALE.

AT WHOLESALE PRICES.

SACCONI'S SHERRY, PORT, CLARET, HOCK, BRANDIES, WHISKIES, MACHINERY, GAS ENGINES, SINGERS, SEWING MACHINES, SCALERS, PAINTS, OILS, and VARNISH, BICYCLES, and TRICYCLES, SODA WATER MACHINERY, JEYNE'S SANITARY COMPOUNDS.

THE HONGKONG TELEGRAPH, WEDNESDAY, JUNE 19, 1889.

Commercial.

TO-DAY.

THE SHARK MARKET.

5 o'clock.

Punjoms were made the subject of numerous inquiries this forenoon and, on dit on the strength of the discovery of a new lode, a fair amount of transfers were effected at from 30 to 33 for cash, and 34 and 35 for August. Later in the day, however, the stock weakened slightly, and when our report left a few shares were offering for cash at 31. Banks are in strong request, and have been placed at 177 per cent. premium for cash, 178 for the 30th instant, and also at 188 for September. Nothing has been done in Docks for some time past, and they are rather weak at quotation. Steamboats are also on the downward line, and are now offered at 276, but there are no cash buyers in the market. Both Sugar stocks are out of favour at present, and will doubtless see a much lower figure before long. There was an inquiry for Land Investments this morning, but no cash sales were reported. Business was, however, arranged at 137 for August. Nothing else requires special reference.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—178 per cent. premium, buyers.
Union Insurance Society of Canton—\$100 per share, sellers.
China Traders' Insurance Company—\$81 per share, buyers.
North China Insurance—Tls. 330 per share, buyers.
Canton Insurance Company, Limited—\$124 per share, sellers.
Yangtze Insurance Association—Tls. 100 per share.
Chinese Insurance Company—\$160 per share, sellers.

On Tai Insurance Company, Limited—Tls. 150, per share.

Hongkong Fire Insurance Company—\$380 per share, sellers.
China Fire Insurance Company—\$86 per share, buyers.

Hongkong and Whampoa Dock Company—85 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$26 per share, sellers.

China and Manila Steam Ship Company—140 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$240 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$51.

Indo-China Steam Navigation Company, Limited—5 per cent. dis., ex div.

Douglas Steamship Company—\$83 per share, sellers.

China Sugar Refining Company, Limited—\$266 per share, sellers.

Luzon Sugar Refining Company, Limited—\$113 per share, sellers.

Hongkong Ice Company—\$130 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$14 per share, buyers.

A. S. Watson & Co., Limited—\$150 per cent. premium, sellers.

Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$160 per share, sellers.

The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Punjom and Sunghee Dua Samantan Mining Co.—\$31 per share, ex New Issue, sales and sellers.

Hongkong and Kowloon Wharf and Godown Company—\$194 per share, buyers.

Tonquin Coal Mining Co.—\$650 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—nominal.

The East Borneo Planting Co., Limited—\$55 per share, sellers.

The Songei Kayih Planting Co., Ltd.—\$45 per share, sellers.

Crickshank & Co., Ltd.—\$40 per share, nominal.

The Labuk Planting Co., Ltd.—nominal.

The Austin Arms Hotel and Building Co., Ltd.—par.

The China-Borneo Co., Ltd.—\$47 per share, sellers.

The Hongkong Brick and Cement Co., Ltd.—\$21 per share, sellers.

The Green Island Cement Co. (Old issue)—\$50 per share, buyers.

The Green Island Cement Co. (New issue)—\$14 per share, buyers.

The Hongkong Land Investment Co., Ltd.—\$130 per share, buyers.

The Hongkong Electric Light Co., Ltd.—\$6 per share, sellers.

GEO. Fenwick & Co., Limited—\$35 per share, sellers.

The West Point Buildings Co., Ltd.—\$50 per share, sellers.

The Peak Hotel and Trading Co., Ltd.—\$25 per share, buyers.

The Labuk Planting Co., Ltd.—\$16 per share, sellers.

The Jebelu Mining and Trading Co., Ltd.—\$7 per share, sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. \$30

Bank Bills, on demand \$30

Bank Bills, at 30 days' sight \$30

Bank Bills, at 4 months' sight \$30

Documentary Bills, at 4 months' sight \$30

ON PARIS.—Bank Bills, on demand \$32

Credits, at 4 months' sight \$30

ON INDIA, T. T. \$25

On Demand \$26

ON SHANGHAI.—Bank, T. T. \$24

Private, 30 days' sight \$24

OPPIUM MARKET.—THIS DAY.

OLD MALWA, per picul \$600

(Allowance, Taels 80.)

NEW PATNA, (without choice) per chest \$517½

NEW PATNA, (first choice) per chest \$527½

NEW PATNA, (bottom) per chest \$575

NEW BEHAR, (without choice) per chest \$507½

NEW BEHAR, (bottom) per chest \$510

NEW PERSIAN (best quality) per picul \$550

OLD PERSIAN (best quality) per picul \$500

OLD PERSIAN (second quality) per picul \$475

MAILS EXPECTED.

THE ENGLISH MAIL.—The P. & O. S. N. Co.'s steamer *Malwa*, with the next English mail, left Singapore at 5 p.m. on the 15th instant, and is expected here on or about the 19th.

THE CANADIAN MAIL.

The Canadian Pacific S. S. Co.'s steamer *Balavia*, with the Canadian mail, left Yokohama on the 19th instant, and is expected here on the 26th.

STEAMERS EXPECTED.

The "Glen" line steamer *Glenavon*, from London, left Singapore on the afternoon of the 16th instant, and is expected here on the 22nd.

The steamer *Ghazeer*, from Glasgow and Liverpool, left Singapore on the afternoon of the 18th instant, and is expected here on the 24th.

The P. & O. S. N. Co.'s extra steamer *Veneta*, left Bombay for here on the 18th instant at 2 a.m.

Shipping.

ARRIVALS.

OXUS, French steamer, 2,397, *Guirand*, 18th June—Shanghai 16th June, Mails and General—Messageries Maritimes.

ELEKTRA, Austro-Hungarian steamer, 2,095, A. Sussich, 18th June—Trieste, and Singapore 13th June, General—Austro-Hungarian Lloyd's S. N. Co.

C. C. CHAPMAN, American ship, 1,570, A. J. Hitchborn, 18th June—New York 24th June, Petroleum—Russell & Co.

NINGPO, German steamer, 761, F. Schulz, 10th June—Shanghai 15th June, General—Siemens & Co.

NANSHAN, British steamer, 874, James Young, 19th June—Saigon 15th June, Rice and Paddy—Hip Hing Hong.

DUNUNG, German steamer, 921, C. F. Bertelson, 19th June—Saigon 15th June, Rice and Paddy—Melchers & Co.

GLUCKSBURG, German steamer, 916, Schultz, 19th June—Penang 9th June, and Singapore 12th June, General—Ban Hin.

MIEHE-MARU, Japanese steamer, 2,382, Sommers, 19th June—Kuchinotzu 14th June, Coal—Mitsui Bussan Kaisha.

KHIVA, British steamer, 1,452, E. Crewe, 19th June—Yokohama 4th June, General—P. & O. S. N. Co.

D. N. JUAN, Spanish steamer, 654, J. N. Marques, 19th June—Manila 16th June, General—Brandio & Co.

PIRA CHOM KLAO, British steamer, 1,011, W. H. Watson, 16th June—Bangkok 8th June, General—Yuen Fat Hong.

ANTON, German steamer, 396, T. Eggers, 19th June—Pahoki 15th June, and Hoitow 18th June, General—Wieler & Co.

TETARTOS, German steamer, 1,580, J. Petersen, 10th June—Saigon 15th June, Rice and Paddy—Ah Yon.

NAMOA, British steamer, 863, F. D. Goddard, 19th June—Foochow 16th June, Amoy 17th June, and Swatow 18th, General—D. Laaprak & Co.

TELMACHUS, British steamer, 1,280, R. Whitehead, 19th June—Shanghai and Coast Ports 14th June, General—Butterfield & Swire.

WHAMPON, British steamer, 1,106, Linton Hughes, 12th June—Kobe, via Nagasaki.

ZAFIRO, British steamer, 675, McCaslin, 30th May—Manila 27th May, General—Russell & Co.

DEPARTURES.

JUNE 19, NAMKANG, British steamer, for Amoy.

CLARIA, German steamer, for Haiphong.

MULINE, British sloop, for Amoy.

WANDERER, British sloop, for Japan.

HYACINTH, British cruiser, for Japan.

DEMIAN, French sloop, for Swatow, &c.

FORMOSA, British sloop, for Swatow, &c.

TAIWANG, British sloop, for Shanghai.

VELOX, German steamer, for Amoy.

DIAMOND, British steamer, for Amoy.

DAPHNE, British sloop, for Singapore.

NINGPO, German sloop, for Whampoa.

SAFETY ARRIVED.

Per *Oxus*, str., from Shanghai for Hongkong.

Mrs. Keswick, Messrs. Lee-Tuck Yuen, Yaphie, Ying Yu Kee, Yamane, Skey, and 1 Chinese.

From Yokohama—Mr. Yamada, From Kobe—Mr. Wood-Head. From Shanghai for Saigon—Mr. and Mrs. Charlton and son. For Macaoles—Messrs. Lucas, Craven, Hay-ki, and Desson. From Yokohama for Saigon—Mr. Bos. For Singapore—Messrs. Stowler and Nicolson. For Su-2—Mr. Faber. For Marseilles—Mrs. Henderson, Dr. Kimball, Messrs. Stratford, Moorhead, and 3 Chinese (saloon), and 13 Chinese (deck).

Per *Telaros*, str., from Saigon—45 Chinese.

Per *Namoa*, str., from Foochow, &c.—Mrs. Henderson, Dr. Kimball, Messrs. Stratford, Moorhead, and 3 Chinese (saloon), and 13 Chinese (deck).

Per *Elektra*, str., from Trieste, &c.—Mr. Zanella, and 166 Chinese.

Per *Telmachus*, str., from Shanghai, &c.—Captain and Mrs. Ogston, and 30 Chinese.

Per *Namoa*, str., from Manoa—Messrs. B. Roxas, J. Aguilera, and 30 Chinese.

REPORTS.

The German steamship *Glucksburg* reports that she left Penang on the 9th instant, and Singapore on the 12th. Had fine weather.

The British steamship *Nanhang* reports that she left Saigon on the 15th instant. Had moderate light winds and fine weather throughout the voyage.

The German steamship *Telaros* reports that she left Saigon on the 15th instant. Had light south-east wind and fine weather throughout the voyage.

The German steamship *Ningpo* reports that she left Shanghai on the 15th instant. From Shanghai to Turnabout had strong south-west monsoon with high sea; thence to port had moderate monsoon with rain showers and fog.

The British steamship *Telmachus* reports that she left Shanghai at 11 a.m. on the 14th instant; arrived at Amoy on the 17th at 7 a.m.

Left again the same day at 4 p.m.; arrived at Swatow at 6 a.m. on the 18th. Left at 5 p.m. the same day. Experienced strong and moderate south-south-west winds with dull rainy weather.

The British steamship *Formosa* reports that she left Foochow on the 16th instant. Experienced fresh south-south-west winds to Amoy.

Left Amoy on the 17th, and Swatow on the 18th; from Amoy to Swatow and thence to port had moderate south-south-west winds and fine weather.

In Foochow, the steamships *Mefoo*, and *Tsin*. In Amoy, the steamships *Mefoo*, and *C. T. Hye Teng*, *Hai Long*, *Hong Chong*, and the Chinese revenue cruiser *Lieng-feng*. In Taiwan, the steamships *Taiwan*, *Woo-sung*, and *Chi-yen*.

Post Office.